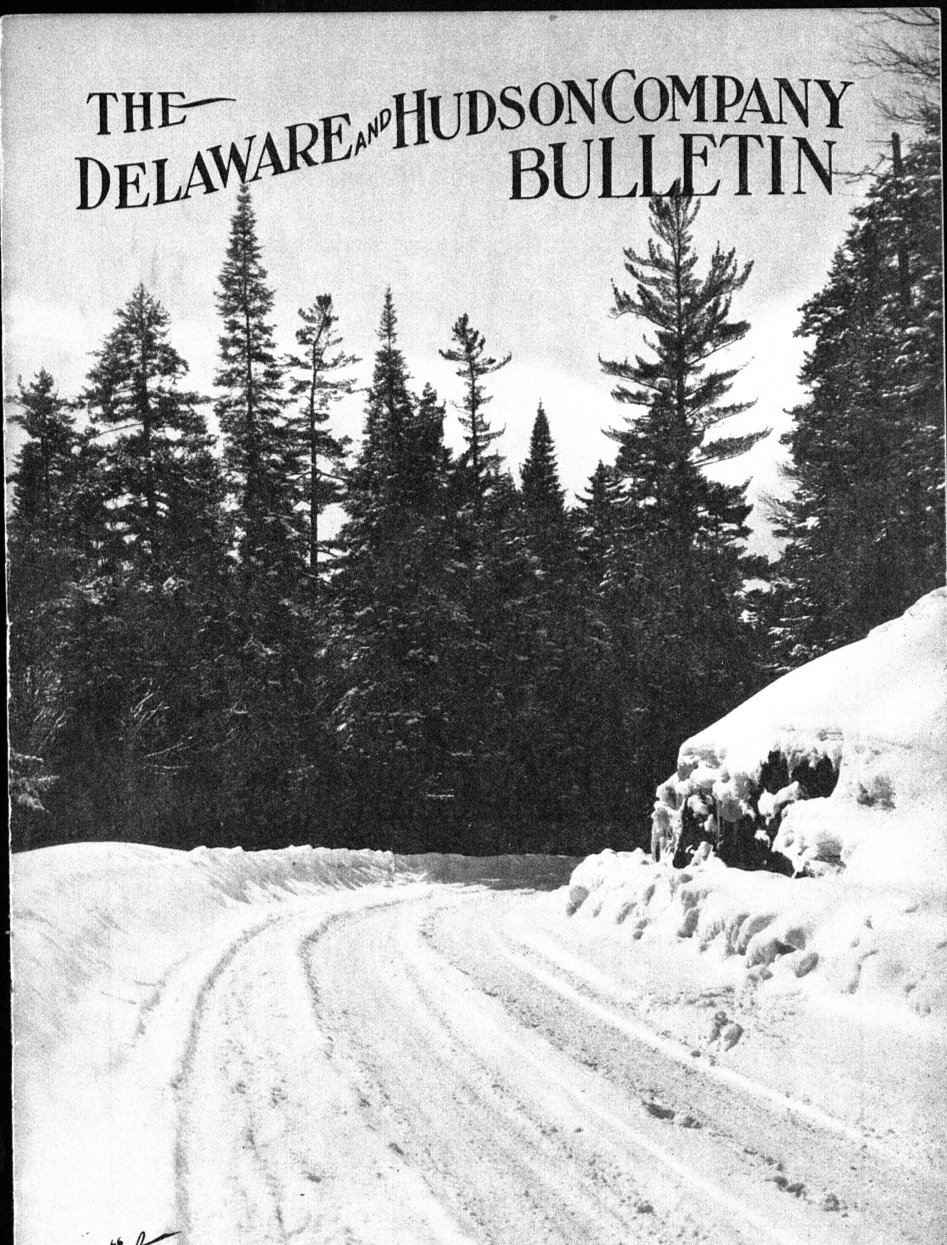
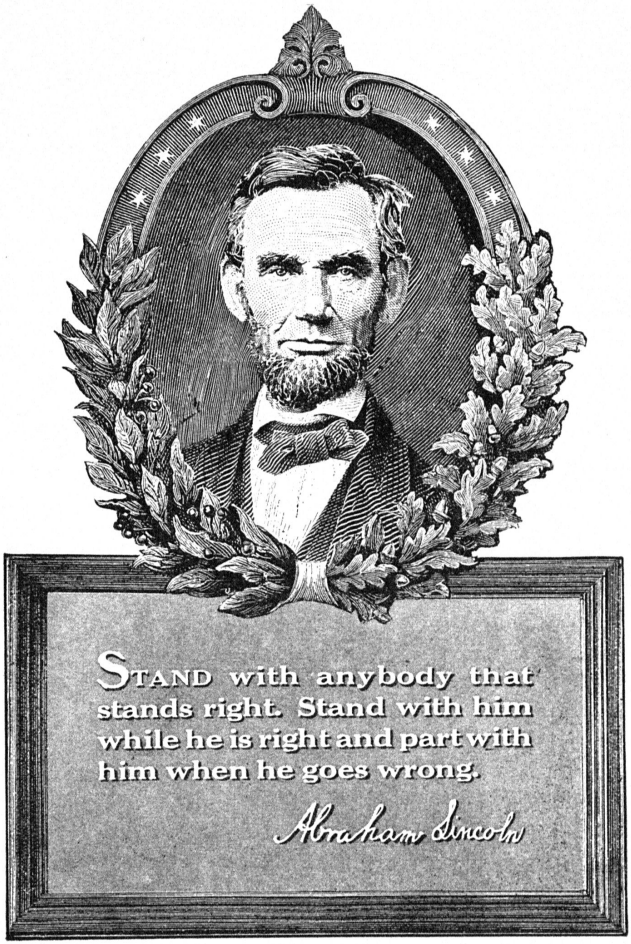
THE DELAWARE AND HUDSON COMPANY BULLETIN



"The D&H"

FEBRUARY 1, 1930

IN THE ADIRONDACKS
NEAR SARANAC LAKE


STAND with anybody that stands right. Stand with him while he is right and part with him when he goes wrong.
Abraham Lincoln

The DELAWARE AND HUDSON COMPANY BULLETIN

Vol. 10 | Albany, N. Y., February 1, 1930 | No. 3

Two Weeks For 216 Mile Trip

Old Canal Operation Presented Many Problems Not Met by Present Day Rail Employees

IT'S a far cry from the old canal between Honesdale and Rondout to The Delaware and Hudson Company's present rail lines stretching from Wilkes-Barre to the outskirts of Montreal. Apparently the only point of comparison between the two lies in the fact that the canal was, and the railroad is, a transportation company. By no stretch of the imagination could the average railroad man of today conceive of anything the two might have in common. Yet the canal crews "jumped" each other, they had to "meet" other boat crews at "turnouts" where the canal was wider than at others; and while they were waiting they did most anything to kill time. Time is priceless today, it means success or failure to any transportation company. Schedules are made, and every department must do its best to see that they are carried out. Things were different then.

ANTHONY HOLTZMASTER

These are some of the startling facts revealed by ANTHONY HOLTZMASTER, retired Stationary Fireman, who, at the age of twelve, hired out on the old canal at Honesdale.

The crew of a boat on the canal consisted of two men, the driver and the bowsman. The driver, as the name implies, drove the horse, mule or team, as the "motive power" might be. It was the duty of the bowsman to steer the boat. The two were charged with the responsibilty of safely transporting their load of coal, or other freight, and passengers through from Honesdale to Rondout. If, when they arrived at Rondout, the coal in their boat was needed in Troy, Albany, or New York, they had to continue through to their cargo's final destination.

The eastward trip from Honesdale to Rondout took from five days to one week. The crew lived on the boat throughout the trip, the length of which depended, more or less, on the strength of the horse, mule, or team which happened to be assigned to the crew. A lot depended on the "motive power". A horse would "cover more ground" or move faster, than a mule; a mule would pull a heavier load than a horse; with a mixed team, most anything might happen. There is a good comparison with railroading today. Manifest freight engines move faster, but haul less tonnage than Mallets. Mallets haul more tonnage at a slower rate. If both types are used in a train, the relative speeds and tonnage ratings must be considered in computing a running time.

When the driver, who rode on the horse or mule saw that his mount was beginning to tire, the boat was stopped to permit him to rest. During the resting period the crew took care of their personal wants. They washed their clothes, if necessary, hanging them up to dry on the boat. Meals were prepared wherever they stopped. If the weather permitted, a fire was built along the canal and the men enjoyed all the pleasures of "camping out". At other times they were prepared on the boat.

In the event that any time remained, the men fished, spun yarns for the benefit of any passengers they might have aboard, or repaired the boat. So much of the resting was available for fishing that the price of fish along the canal was surprisingly low. A "bull head" of considerable size could be purchased for a penny. If the passengers or crew ran out of rations they could always depend on the water below the boat to furnish them with a fish dinner.

The boat itself called for considerable attention from the crew. Very few of them, after they had been in service for any length of time, were water tight. With a load in the boat the water leaked through almost in direct proportion to the boat's age. For that reason a large hand pump was located in the stern. When the water reached a certain depth the crew "manned the pump" to clear the boat of water.

There were no "passing sidings" on the canal and that fact gave rise to difficulties. When two boats were forced to pass, whether going in the same or opposite directions, someone had to stop. The reason for this is easily understood. The tow path was on one side of the canal. If the horses of two boats attempted to pass each other without disconnecting the rope from one boat, the ropes were apt to become tangled or caught on the bottom of the other boat, thus dragging the horse, and rider into the canal. Passing a boat from the opposite direction caused little delay. By the law of courtesy, the man with the empty boat disconnected his rope, or "dipped it" (permitted the slack to run in so that it dropped to the bottom of the canal) so that the loaded boat could pass over without interference.

However, if a crew happened to have fast horses or mules it would eventually catch up to the crew next ahead. That possibility gave rise to complications. The first crew into Rondout was first to come back. For that reason they were all anxious to "jump" as many crews as possible. Therefore, there were frequently heated arguments which sometimes resulted in pitched battles along the canal. If the crew ahead didn't care to be "jumped" (a decision which was usually reached when the brawn of the following crew had been carefully considered) they could slow up operations all along the canal. When they arrived in Rondout they settled their differences as best they could; words were preferred, but brawn, assisted by most any sort of weapon, generally decided the issue.

If the supply of coal at Rondout was sufficient for all the orders on hand, the crews were held for as much of a load as could be found, before making the return trip to Honesdale. If coal was needed immediately in New York, Troy, or at any intermediate point on the Hudson, the horses were left at Rondout while the boat, with its crew to pump water, was hauled by steamer or tug up or down the Hudson as the load's bill of lading might require. Upon returning to Rondout the horses or mules were again picked up, provided some other crew had not "borrowed" them in their "owner's" absence.

The return trip from Rondout to Honesdale took four or five days with an empty, or loaded boat. At that time this was considered very fast "running time" for the distance, 108 miles, with 108 locks to be passed through.

Two years of work on the canal were sufficient to satisfy ANTHONY'S lust for adventure. He therefore settled down in Carbondale at the age of fourteen. After a brief period of employment, he entered Delaware and Hudson employ again, this time at the Powderly Breaker, loading lump coal into the gravity cars.

A short time later ANTHONY drove a mule which was used to pull cars of coal to Filo Lee where a shaft was being sunk for a mine pump. During the years which followed he successively held positions in the Motive Power and Car Departments until April 1, 1928, when his pension became effective. He now looks back, with complete satisfaction, upon over 55 years of service with our company.

MR. HOLTZMASTER raised a family of seven children, four boys and three girls. GEORGE is a Delaware and Hudson trainman; HARRY is employed as Chief Clerk at Carbondale; Walter is a dentist in Scranton; and the three girls are married.

Despite his 70 years, MR. HOLTZMASTER is enjoying good health, and is seldom to be found at home. He visits the various offices and shops in Carbondale from time to time in an effort to "keep up with the times on the railroad." He is always willing to learn something new, and

(Turn to page 38)

Veterans Elect Officers

Pennsylvania Division Men Unanimously Chosen to Lead Organization's Activities For 1930 at Annual Business Meeting Held in Albany Sunday, January 12

UNDER the leadership of a new group of officers, The Delaware and Hudson Veterans' Association is looking forward to making 1930 one of the greatest years in the history of the organization. At their annual business meeting, held in the Odd Fellows' Hall, in Beaver Street, Albany, Sunday afternoon, January 12, the following officers were elected:

H. N. Atherton, President

President, H. N. ATHERTON, Scranton, Pa.;
Treasurer, FRANK H. BAKER, Jermyn, Pa.;
Secretary, W. J. HILL, Elsmere, N. Y.

The Executive Committee, consisting of M. F. LEAMY, Oneonta, Chairman; F. DALY, Plattsburg; N. S. BURNS, Wilkes-Barre; L. E. CORBETT, Fort Edward; and J. T. CONNORS, Elsmere, was requested to serve throughout the year by PRESIDENT ATHERTON.

Thirteen Vice Presidents, eight of whom were re-appointed, were selected by the Association's new leader. They are: GEORGE LORENZ, Archbald, Pa.; HARRY QUINN, Scranton; E. R. SAMPSON, Nineveh; H. S. PARTRIDGE, Binghamton; JAMES J. CONROY, Albany; THOMAS T. RICKETTS, Albany; J. W. NOLAN, Oneonta; W. J. WILLIAMS, Whitehall; D. H. KELLY, Schenectady; W. P. THATCHER, Wilkes-Barre; A. M. BARTO, Albany; GEORGE MCCHESNEY, Rouses Point; and MARTIN J. STAPLETON, Altamont.

The meeting was called to order at 2:30 P. M. by PRESIDENT CAMPBELL who called upon the gathering to rise and repeat the Lord's Prayer. All officers of the organization, together with those of the Ladies' Auxiliary, were invited to come forward and take seats on the platform.

F. H. Baker, Treasurer

The roll call of officers, reading of the minutes of the previous meeting, and the reports of the Secretary and Treasurer were disposed of in that order.

Secretary Hill brought out the fact that the present membership of the Association is 1,315, although there is the possibility of increasing that number during the current year if all eligible veterans are persuaded to join the organization. Upon the request of the President the assembly arose to stand for a moment in silent prayer in memory of the 46 members who were taken from the ranks during the year just closed.

Under the head of "New Business" the election of officers was held with the results mentioned above. Acceding to the suggestion of President Campbell that someone else be elected to that office, Mr. Atherton was unanimously selected by the members. Day F. Wait, who for some years has served as Treasurer, also declined when nominated, suggesting that some Pennsylvania Division man be selected for the office. Mr. Baker, Freight Agent at Carbondale, was then elected. Mr. Hill, Secretary, was also unanimously returned to that office.

L. F. Perry, of Albany, when called upon by the President, eulogized J. White Strong, whose death ended a long life of service to our company as well as to the Veterans' Association.

President Atherton spoke at some length regarding the future of the Veteran movement on The Delaware and Hudson. He agreed to do everything within his power to continue the work of those who had preceded him in the office and requested that the members assist him, in their turn, by keeping in close touch with the Association's activities. He pointed out that while he, as President, could do much toward building up the organization, his ability to do so was only limited by the interest the Veterans, as a group, showed in the future of the order.

Maintenance of Way Election

THE annual banquet and business meeting for the election of officers of the Oneonta employes of the Maintenance of Way Department was held Saturday evening, December 28, 1929, at 8 P. M. The fact that the money invested by the organization in the Oneonta Building and Loan Association has showed a steady gain from year to year was brought out by the Treasurer in his annual report.

The officers elected for 1930 are as follows:
President, Robert Brown;
Vice-President, Worthy Wright;
Recording Secretary, Frank Neer;
Asst. Recording Secretary, Ernest Andersen;
Financial Secretary, H. I. Quackenbush;
Treasurer, Walter Larter;
Trustee for Three Years, Fred Barton.

The President, as Toastmaster, carried out an elaborate program at the banquet, which was enjoyed by all present. Some 50 members and their invited guests, including several Susquehanna Division officers, were seated at four long tables, which had been neatly arranged by Mrs. Edward Groat and her assistants of the Entertainment Committee.

Music, furnished by an orchestra consisting of Clayton Loucks, pianist; Scott Van Alstyne, guitar; Bert C. Upright, violinist; and James Cargill, guitar, added much to the pleasure of the evening.

Two Weeks For 216 Mile Trip
(Continued from page 36)

with his background of canal, gravity, and railroad experience, that is easy. On one point only is his mind set: "There never was a better company to work for than the Delaware and Hudson. I never worked for anyone else; and therefore it is to them that I owe everything I have, family, home, and pension. A better company to work for hasn't been organized yet; when one is, I surely will be interested in hearing about it!"

It Makes Us Tired

NOISE is a health hazard," according to Dr. Arnold H. Kegel, Chicago commissioner of health. "Scientific research has proved that it requires nineteen per cent more energy to perform duties in noisy locations than it does to perform similar duties in quiet locations." We cannot even estimate what this saving in energy would be if it were directed into reserve channels.

The most disturbing noises in both city and suburban districts are due to fire sirens, steel-tired wagons, iron-shod horses, and warning blasts from auto horns. Although people are prone to believe that these noises are necessary evils and signs of progress, city engineers are finding them not only unnecessary but even barriers in municipal advancement.

"Noises not sufficient to wake a sleeping person," states Dr. Kegel, "will cause muscles to become tense for as long a period as thirty minutes before they relax." Sleep under such conditions is not satisfying That is the reason many people wake up with that "tired-out" feeling.

The Future of Steam Railroads

By L. F. LOREE

I BOUGHT a little book the other day, which I am about half-way through. The title of the book is "What Ails Our Youth?" and you see a good deal of that sort of literature now. I saw a book a week or so ago, entitled "What's Wrong With the World?" and that seems to be quite a popular strain to play up.

I have eight grandchildren, running down from 15 years to 15 months. They are a healthy, well-conditioned lot of youngsters, without physical defects, taking their chances of life along with the rest of us. I cannot see anything the matter with them. They are very much the same as the youngsters I grew up with, and I do not see the basis on which the indictment is drawn.

Now, as to the question, "What's Wrong With the World?" I have very much the same attitude of mind. I think the thing that perhaps explains the questions that are raised is the fact that we are changing so rapidly in many of our relations that we take the thing that is new to be a thing that is wrong, whereas, very often, the thing that is new is a very great improvement over the thing that is old.

Now, of course, in the past, and even today, very great changes have taken place in the world itself. It is only about 30,000 years ago, not long as the history of the world goes, that the change in the inclination of the axis of the earth led to the gradual extension of the polar ice cap as far as Cincinnati on the Ohio River. Well, of course, that was a pretty violent change in conditions and it drove the inhabitants that survived down into the equatorial district. It was a long time before the glaciers melted away and gradually we got back, not as far as we had been in the north, but the Eskimos are pretty well up in the Arctic Circle.

There is a great change going on in another direction at the present time. There is a gradual expansion of the desert belt in the northern hemisphere, spreading pretty well around the world. Two thousand years ago, Rome depended for its supply of grain on North Africa. North Africa today is largely the Sahara Desert and such a change was probably the cause of the great movement of the Aryan race from their Asiatic home into Europe, clear out to the Atlantic Ocean.

That seems to be brought about by the wind, of which we have very little real knowledge. We know a good deal about the tides, but we seem to have very little knowledge about the wind. I fancy perhaps in the next fifty years we will have thrashed out that problem pretty fully. We do know that about every three days a wind originates in Manitoba, one of the provinces of Canada, sweeps down along the Great Lakes and goes out to sea through the St. Lawrence valley.

It does not always do that. Sometimes, it goes down through Texas, into Mexico, and they have a very unhappy time for two or three days. They call it a "norther." Then, we have winds occasionally coming up the seacoast, which we call West Indian hurricanes. They blow very violently and bring up a good deal of rain. They only come at intervals. Ordinarily, those trade winds go by peaceably along the Mexican border.

Now, those changes take place slowly, and while they are regulative of our relations in life, we adapt ourselves to them unconsciously. But there are changes that come quite rapidly and it is those rapid changes that have been so embarrassing. We have grown in the last one hundred and fifty years into what we call an "industrial civilization," because from having been a purely agricultural people and then having tried the mercantile condition of life, we have drifted into this industrial condition.

If you look the world over with relation to that industrial condition, it shrinks a good deal. In the first place, it is growing barren in the dry belt. In the second place, in the great belt of the equatorial region where the climate is so hot, conditions of life are such that people are indolent or unable to be productive. Then, the surface of the earth is filled with mountains. The whole Pacific slope on the coast of South America is filled with the high Andes. The same thing is true of the Western United States, eastern Africa and a large part of Asia.

I was looking at a map the other day, that the Geographical Society is preparing, and a study they are making of the distribution of population. They have taken the map of South America and painted it pink, and then all those portions of South America that lie within twenty miles of a railroad are painted white. The map was perhaps two and one-half feet wide and four

feet long. There was a space in the southern portion of Brazil, as large as the palm of your hand, that was white. There was a space in the Argentine, as large as the palms of two hands, that was white, and then there were little streaks here and there where railroads ran back from the coast, along the Pacific or along the Gulf, but for all practical purposes, with relation to railroads, there was no population that was significant in South America.

Then, the populations are rendered unprogressive by a lack of mineral resources. Our civilization now depends to a perfectly enormous degree upon the mineral resources that we make use of, especially iron, which bulks much larger than all the rest of them put together, except, of course, as you rate coal as a mineral resource, and where it would be still larger.

There is very little mineral in all of Asia, none at all, to speak of, in Japan, and very little in China. The coal deposits in China, if they were mined as we mine ours, would be exhausted in seventy years. Except for tungsten and a few other minerals, there is almost nothing to be found in all of that Asiatic area.

I suppose you gentlemen read *The Bulletin*. Personally, I always do and I get a great deal of pleasure from it and I think the Management is trying to make *The Bulletin* both a source of interest and a source of information. If you remember, it carried some time ago a condensed report on the mineral resources of Asia, taken from two or three geological reports. There are scattered mineral resources throughout the world. There is an enormous deposit of copper in the Belgian Congo, in Rhodesia, and there is a whole mountain of it in Chile. There are great mines in Alaska, but those are, after all, relatively small deposits.

I remember, perhaps twenty years ago, that Dr. James Douglas, who was a partner in Phelps, Dodge and Company, the largest copper producers then in the country, and who was their geological expert, wrote a series of articles for one of the magazines on the mineral resources of the world, beginning with the clay from which we make our common brick and from which we get aluminum, and going through the entire list of minerals. He listed three through the gradual exhaustion of which he thought we would be embarrassed, and copper was the most significant. He could not see where there was going to be any more copper found and he looked for an early exhaustion of the supply. Well, if Doctor Douglas had lived to this day, I think he would have been perfectly astonished at the volume of copper that is now offered. Apparently, we have all that we can use, or that our grandchildren can use.

So, if you look the world over with the relation to the type of life that people are going to live for the next few generations, I think you will reach the conclusion that life is only going to figure greatly to people who live in Europe and North America. I cannot see how the people of Asia, or Africa, or South America, or Australia, or the islands in the sea, are going to figure in any large way in the world of the next few hundred years. One hundred and twenty-five years ago, there were perhaps 200,000,000 Caucasion people in the world. I fancy the census next year will indicate there are now over 900,000,000 Caucasian people, and these people are the people who for the next couple of centuries are not only

New Scale Test

Increasing sizes of cars as the railroads have develope testing car at our Green Island shops. This car, which is ca as such scales are built in sections that may be tested indep ings and the latest type of accessories.

going to dominate but they are going to fix the practices of life.

We have here in North America two very distinct concentrations of population. In the thirteen northeastern states, starting with Maine and going down to the two Virginias, there is eight per cent of the territorial area of continental United States, and on it are living 33½ per cent of the people of the United States. In the twelve mid-western states, including the north half of Missouri, that is, the half north of the Missouri River, there is a very large settlement of people. We have about 40,000,000 in the northeastern states and about 35,000,000 in the mid-western states, and their interests are very much dependent upon each other and their support today is largely the support that is given them by railroad transportation.

In these northeastern states, there are employed 46.9 per cent of the men engaged in industry in the United States, and, yet, we produce less than 6 per cent of the cattle and swine, which together supply 65 per cent of the calories which support life, so that we have to go out of own territory for practically all our foodstuffs and for pretty much all our raw material. That material has to come across the great range of the Appalachian mountains, about four tons of freight moving east for each ton of freight that moves west.

Those mountains are a formidable barrier, not alone because they are high (about 2,000 feet), not alone because they have no water gaps or very few low valleys or saddles, but because of their very great width. They are nearly 300 miles wide and it is a good deal of a job to keep that communication open. The development and expansion of the roads becomes more and more difficult as industry builds up along them and the cost of additional right of way is added to the cost of construction.

So that while for the past twenty years transportation by steam railroad has been checked by the development of the automobile and by changes in the character and location of industry, I think in the next twenty years we are going to see a very great increase in the demand made on the railroad for transportation facilities, an enormous growth in their traffic and an enormous demand on the best thought that railroad people can give to their development and operation.

I have never felt at all discouraged about the future of the railroad. We have had our troubles; we are still having them. As the importance of the question comes to be recognized, we are going to be freed from many of the trammeling conditions that have been put upon us by the creation of bureaucracies by the Government. The constant increase in the development of new methods, which give us much better power and much better track; ingenuities by which we meet the problems and develop new methods of handling the business, especially the care of avoiding the mistakes and the lost motion that arises out of mistakes—I think the whole future, from our point of view, is with the steam railroad.

While, sometimes, I get annoyed about some of the problems that come up with me, still I think when this young group of grandchildren that I spoke of are looking for an occupation as they come along through life, they will find little that will present as much significance as the very broad field in which you gentlemen, and we all, are engaged.

cale Testing Car

e developed have necessitated the construction of a new scale which is capable of testing track scales of eighty tons capacity, sted independently of one another, is equipped with roller bear-

The
Delaware and Hudson Company
BULLETIN

Office of Publication:
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Company, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

Vol. 10 February 1, 1930 No. 3

What of the Future?

IN his talks to the members of the Delaware and Hudson Freight and Ticket Agents' Association at their meeting at Bluff Point last September PRESIDENT LOREE expressed his confidence in the future of the steam railroad as the predominating factor in transportation, at least insofar as this section of the country is concerned.

Coming during what is without question the period of most rapid development in the railroad as well as the transportation industry as a whole, this message is extremely timely and it should be of great interest to all who are dependent, directly or indirectly, on the railroads for their means of livelihood.

The first installment of the President's address appears in this issue of *The Bulletin* under the caption "The Future of Steam Railroads". Succeeding issues will deal with the subject of inland waterways in this vicinity, a very live subject at this time, and their advantages and limitations as compared to railroads.

In connection with comparisons made by PRESIDENT LOREE it is interesting to note an extract from "Bloomfield (N. J.) Old and New" as follows:

"The acme of rapid transit in the year 1800 was an eighteen-hour trip by stage from Jersey City to Philadelphia, with a ten dollar one-way rate of fare."

The present day railroad facilities between these points have reduced the time required for the trip to less than two hours and the fare to less than one-third of the above mentioned amount. This is but one instance of the importance of the railroads in the development of our country—and the end is not yet!

"Traveling Second Class"

IN addition to its circulation among the twelve thousand active employes of The Delaware and Hudson Company, *The Bulletin* is being mailed to several hundred addresses including retired employes, universities, libraries, Y. M. C. A. reading rooms, and employes of other railroads. The list includes addresses in all parts of the United States, Canada, England, Germany, South Africa, New Zealand and Australia.

During the past year several instances have been called to our attention where *The Bulletin* has failed to arrive at its proper destination each fortnight. Like most magazines *The Bulletin* does not "travel first class" but is sent in unsealed envelopes at a reduced rate of postage. The suggestion is made, therefore, that *your* method of handling incoming mail of this class be investigated. In private homes it is possible that "accidents" of the sort often occurring to advertising matter may happen to *The Bulletin*, envelope and contents being consigned to the waste basket without further investigation. Where the magazine is sent to universities or other large organizations it is possible that it should be addressed in care of some particular person in order to insure its safe delivery.

On our part we have discussed the problem with the postal authorities and have traced the various operations of addressing, filling, stamping and mailing the envelopes containing *The Bulletin*. This particular issue is being sent as first class matter in sealed envelopes to make certain that all who are now on the mailing list will receive it.

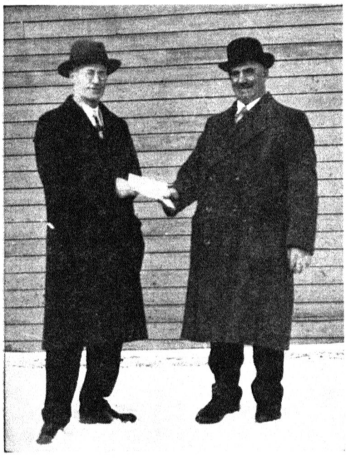
In the event that future issues fail to arrive soon after the first and fifteenth of each month please notify the Supervisor of Publications, The Delaware and Hudson Company, Albany, N. Y., so that prompt investigation may be made. Your cooperation in this matter is vital to the solution of a vexing problem.

The world's total railway mileage is estimated at 734,300 miles of road, of which around 250,000 miles, or 34 per cent, are in the United States.

The railroads of the United States handle two out of every three tons of freight moved by the railroads of the world.

Section Prize Winners' Averages Show Improved Track Conditions

SINCE the inauguration by the management of the custom of awarding prizes to Maintenance of Way foremen whose sections are judged to be among the best on the system or on their respective divisions, together with those showing greatest improvement, many benefits to both men and management have been realized. While not all of these mutual advantages may be traced to the establishment of the prize awards, they have certainly had something to do with the betterment.



F. Mazzarella Receives System Prize

That the condition of the permanent way has improved cannot be denied. That fact is evidenced by the improvement in the percentages earned by various divisions, subdivisions, and individual sections. While it is possible for slight miscalculations to creep into the final percentages, due to the fact that they are based on estimates made both by trained observers and the Hallade recorder, the present system of compiling these figures is as nearly perfect as it can possibly be made under the conditions.

The second factor which enters into the decision of those making the awards, that of the efficiency with which the work was handled, is difficult to determine. The condition of no two sections is the same at the beginning of the period during which the various tests are made. Conditions of traffic, and emergency situations handled from May 1 to November 1, the period during which the track is inspected, also have to be taken into consideration.

As is explained by H. S. CLARKE, Engineer, Engineer, Maintenance of Way, in his letter accompanying the announcement of the final results:

"In order to properly judge factor (b) (the efficiency with which the work was handled), the physical conditions, traffic, and extraordinary occurrences were equalized and a standard man hour allowance for ordinary maintenance established.

"While these final ratings indicate the progress being made toward the objective, i.e., the highest physical condition with an efficient use of labor, care must be taken not to misinterpret the result. Only one closely in touch with the general physical conditions or improvement programs of each section is properly qualified to determine whether what may appear as an excessive number of man hours, was or was not used in the interest of efficiency.

"It is for the above reasons, in considering the individual sections, that sections showing the greatest improvement have been indicated and awarded prizes. As time goes on, the results will more closely indicate the physical improvements as compared with the man hours used."

When the awards were first instituted, there were first and second prizes amounting to a total of $1800. This system of dividing the awards continued in effect throughout 1926, 1927, and 1928. An explanation of the purpose and method of determining the winners has already appeared in *The Bulletin*. In 1929, however, it was thought that the same amount, $1800, could be more fairly divided if a change was made in the distribution of the cash awards.

Formerly prizes totaling $450 were awarded to the section foremen on branch lines whose sec-

tions were adjudged to be the best and second best on the various divisions. They were distributed as follows: Champlain Division, first and second prizes of $100 and $50 respectively; Saratoga Division, first and second prizes in the same amounts. On account of the small number of branches on the Susquehanna and Pennsylvania Divisions, as compared with the other two, they were combined into one group for which the total award of $150 was assigned.

During 1920 this group of prizes was eliminated and the $450 distributed between one system branch line group of three prizes, first, $100; second, $75; and third, $25. The balance of the money was used to increase the amount given to winners of second prizes to originate a set of third prizes. There are eight of these awards, seven of which are in the amount of $35; the other, for the third best main line section, is $15.

Prize Winners For 1929

Name	Prize	Amt.	Division	Sub. Div.	Section	Location	Average
BEST MAIN LINE SECTION—SYSTEM							
Frank Mazzarella	1	$50.	Susquehanna	C	8	Sidney	101.39
Dominick Laveck	2	25.	Susquehanna	D	22	Colliers	101.03
Carl J. Woodbury	3	15.	Saratoga	H	7	Smiths Basin	100.79
BEST BRANCH LINE SECTION—SYSTEM							
V. Santarcangelo	1	100.	Saratoga	F	B-1	Ballston Lake	93.53
H. F. Parker	2	75.	Saratoga	I	6	Warrensburg	91.56
Joseph Seymour	3	35.	Champlain	K	Ti-1	Ticonderoga	91.33
BEST MAIN LINE SECTION							
Champlain Division							
Gastona Ciccone	1	100.		L	3	Plattsburg	99.53
Noah Deso	2	60.		L	8	Cooperville	98.91
Louis Deso	3	35.		L	7	Chazy	98.27
Saratoga Division							
Carl J. Woodbury	1	100.		H	7	Smiths Basin	100.79
Stephen Matrazzo	2	60.		H	1	Saratoga	100.00
Frank Parillo	3	35.		F	14	Ballston	99.91
Susquehanna Division							
Frank Mazzarella	1	100.		C	8	Sidney	101.39
Dominick Laveck	2	60.		D	22	Colliers	101.03
W. W. Buchanan	3	35.		C	4	Otego	100.35
Pennsylvania Division							
Stifo Napoli	1	100.		A	13	Dickson	96.91
Louis Dilello	2	60.		C	2	Center Village	96.67
Anthony Nuetts	*3	17.50		A	19	Carbondale	96.00
C. Vandenburgh	*3	17.50		C	5	Tuscarora	96.00
FIRST CLASS SECTION—SYSTEM							
Patrick Whalen	1	100.	Susquehanna	C	18	Binghamton	96.72
Angelo Powell	2	75.	Susquehanna	C	1	Oneonta	90.73
Alfanzo Altieri	3	35.	Susquehanna	E	6	Glenville	89.71
SECOND CLASS YARD SECTION—SYSTEM							
Benny Lorado	1	100.	Champlain	L	4	Plattsburg	93.54
James Orologio	2	75.	Susquehanna	E	18	Delanson	91.89
Tony Pasquerello	3	35.	Susquehanna	E	7	Schenectady	90.51
**** SECTION SHOWING GREATEST IMPROVEMENT**							
Mike Altieri	1	50.	Champlain	K	4	Montcalm Landing	
B. G. Trainer	2	25.	Champlain	K	6	Crown Point	
Joseph Izzo	1	50.	Saratoga	F	11	Mechanicville	
A. Didomenico	2	25.	Saratoga	F	3	North Albany	
John L. Monahan	1	50.	Susquehanna	C	3	Oneonta	
A. Falzarano	2	25.	Susquehanna	D	9	Sharon Springs	
George Freeman	1	50.	Pennsylvania	A	7	Moosic	
S. Roman	2	25.	Pennsylvania	A	15	Peckville	

* Prize award of $35 divided between two foremen tied with averages of 96. each.

** Based on physical ratings only.

One of the interesting aftermaths of the awarding of these prizes deals with the distribution of the money after it is turned over to the winning foremen. A practice has grown up among the foremen of sharing with their men who, by their cooperation, have made the winning of the prize possible. Therefore all of the employes in each of the section gangs are interested in making their section the best on the railroad, in their particular classification. This fact, coupled with the more important factor that competition almost invariably creates keener interest in the work at hand, has done much toward improving the condition of The Delaware and Hudson right of way.

Another interesting development incident to the increased amount of cooperation on the part of the trackmen, comes to light in the form of "kinks" or inventions which tend to speed up the work of individuals or groups of workers at a given operation. New types of tools, together with slight improvements on the standard equipment, have been devised by the men. This is true not only among the supervisors; the men themselves are showing more and more interest in devising "short cuts" in their work.

The advantages both to men and management may readily be seen. The men benefit directly in that it takes much less time to complete a given amount of work. To this may be added the fact that work done with the aid of improved tools almost invariably lessens the amount of bodily effort a workman has to put forth in a given amount of work. The management, in its turn, is benefited by an increase in the amount of work accomplished with no addition to the regular force of men.

One of the largest forward steps taken by the Maintenance of Way Department along these lines has to do with the use of a "burro" crane for relaying rail. Practically every railroad employe is familiar with the standard practice of removing and replacing the old rail by using man power exclusively. Under this system each man is called upon to do a large amount of lifting.

To illustrate this point, let us suppose that 90-pound rail, of 39-foot length, is being removed and replaced by new rail of the same description. After the rail has been released by removing spikes and separating the joints, these rails, weighing approximately 1200 pounds, must be lifted by the gang of men. Therefore, with a gang of a dozen men, each man will be lifting, roughly, 100 pounds every time an old rail is removed and a new one put back in its place.

By using the "burro" crane, the system in effect on some portions of the railroad at the present time, this actual lifting work is done by the crane. One group of men precedes the machine, freeing the track from the ties, while another group follows to spike it down and connect the joints after the machine has passed over.

All of the work to be done by the various gangs is outlined beforehand by the Roadmaster and Supervisor. After the number of men required to handle each operation has been determined, the gangs on the sub-division are assigned to do certain work. One group will pull spikes, others will disconnect rail, others will re-spike, and connect new rail, etc.

The foremen are then instructed to see that their men understand the particular work assigned to their respective gangs. The stronger men are given the heaviest work, and so down the line to the lesser jobs which are handled by the less experienced men.

The material for the work is placed along the track to be replaced a few days in advance of the actual track-laying work. If some of the material in the track at the time is to be used again, the men are so instructed. Any used spikes, angle bars, anti-creepers, bolts, or nuts which are to be replaced are picked up by men who will follow the group with a handcar.

By planning the work for weeks, months, and even years in advance, as is the current practice on The Delaware and Hudson, much has been accomplished toward stabilizing our Maintenance forces. The work is distributed as evenly as possible over the year and the same men are given steady employment.

Under this year-round maintenance program all new rail is laid during the winter months. In 1930 the entire year's quota of some 65 miles of track was re-laid during the first ten days of January, 27 miles of rail being laid in the first three days. Soon the "re-lay" rail will be in place on branch lines and sidings so that when the warm weather arrives the entire force will be available for the work which can only be done at that time of the year.

Of the new rail laid in 1930 it is of interest to note that, in the vicinity of Fort Ann on the Saratoga Division, some of the new 130-pound rail with a new design of tie plates was included. It is probable that this weight of rail will become the standard for the system if it works out successfully in this installation.

The world is full of people who could tell you just how to do a thing—after you've done it.

Reproduction Department Celebrates

SOMEONE must have told Santa Claus all about the fine group of people The Delaware and Hudson Company has in its employ. This year he called on the Reproduction Department in the General Office Building the day before Christmas, during the noon hour, and found almost everybody in. Unfortunately N. C. AILES, Chief of the Department, was confined to his home on account of sickness. However, Santa took things as he found them and after expressing his regrets over MR. AILES' absence, continued on his mission of spreading good cheer.

A table was placed in the center of the floor and a "hurry-up lunch" was prepared. As can be seen, it was quite a party. The guests were served with salads, sandwiches, rolls, coffee, and favors which consisted of paper boxes filled with candies and nuts.

Just after the excitement over Santa's arrival died down, and before the party began, the jolly old fellow called upon the Company Photographer, R. L. ZIRIAX, to take a picture of the group. His presents had already been distributed and the surprise was over, so Santa (who proved to be none other than ROBERT M. BENDER of the Passenger Department, in disguise) consented to pose with the group.

L. R.: MARGARET P. REPPERT, HENRY SALSBURG, MARGERY E. MCCANN, CHARLES P. MAHAR, EDITH E. JACKSON, ROBERT M. BENDER, MARION E. MCEVOY, MILDRED M. FOLEY, ANNE DE HEUS, GEORGE SALSBURG, and ANNE M. WALTERS. R. L. ZIRIAX, in insert.

Negro Lawyer: "So this man is accused of bigotry—of having three wives."

Negro Judge: "Bigotry—that's not what I'd call it—I'd call it trigonometry."

"What's this old refrigerator doing in your daughter's room?"

"She's in love with the iceman and calls it her hope chest."

Clicks from the Rails

Five Car Lengths of Steel Tube

One of the longest pieces of machinery ever shipped in the United States and the largest built in the South and shipped as a single unit was a steel tube 137 feet long which was recently transported over the Illinois Central System from Meridian, Miss., to Jackson, Miss. The tube weighed 263,000 pounds, measured sixteen feet eight inches above the rail and had a maximum width of ten feet. Five flat cars were required to carry it.

* * *

Youth and Age

At the recent meeting of the Milwaukee Veterans' Association, held in Seattle, Wash., one of the most active delegates was J. M. Horan, aged 91, who had just rounded out 75 years of active service with the Chicago, Milwaukee, St. Paul & Pacific, and has no thought as yet of retiring. Mr. Horan is one of the oldest active railroaders in this country. He is the oldest on the Milwaukee, and his great-granddaughter, who is a stenographer in the service, is the youngest employe. This is probably the only case where a great-grandfather and his great-grandchild are employed by the same railway, and in active service.—*Railway Age.*

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Lounge Cars to Shed Heat

The Southern Pacific is using aluminum paint and anti-actinic window glass in its new lounge cars as a means of protecting passengers from summer heat on cross-country trips. The aluminum paint is employed because of its heat-reflecting quality. It is expected to reduce materially the temperature of the car interior by keeping out from 20 per cent to 25 per cent of the sun's heat.

The special window glass, which "admits light but excludes heat," has not been used heretofore in the cars of any American railway, but has been employed on trains in tropical India and Africa. This English-made glass, calorex, cuts off about 80 per cent of the heat from the sun's rays while transmitting about 65 per cent of the light.

Pillow "Snips"

On the New Zealand Railways for some time past pillows have been supplied for hire on the principal long distance trains. These are fine fat pillows, for which newly laundered slips are supplied after each run, and they add greatly to the comfort of travel. Their increasing popularity with the public has led to their introduction on several additional trains.

A member of the Scots community at Dunedin booked for the first time by the "Night Express" to Christchurch recently. Shortly after the journey commenced the train attendant went through the ordinary carriages with a supply of these pillows. "How much?" asked the Dunedin man. "One shilling", was the reply. "I'll take three," said McTavish instantly. This rather staggered the attendant, so he diffidently asked why three were wanted by one man. "Can't we keep them?" said McTavish.—*New Zealand Railways Magazine.*

* * *

Woman Watches Crossing

Nora Barrett has long been a believer in equal rights. For a number of years, she has been crossing watcher on the Louisville & Nashville at Cynthiana, Ky. Miss Barrett maintains that no man could have done the job better, nor half as well, for matter of that. She is one of the few female crossing "watchmen" in the country.—*Exchange.*

* * *

Tender Eels

While it is unusual for dead fish to be found in locomotive tenders undergoing repairs in the tank shop at the Altoona car shops, it was left for Boilermaker R. L. Lyle, of the Pennsylvania, to put the business of repairing tenders on a sporting basis. He had a lively time catching squirming eels that got in the way of his air hammer. He has on display in a bottle one of the eels that he caught. It is believed that the eels were scooped up out of the tank troughs between the rails by the engine when taking a drink on the run.—*Railway Age.*

No Crossing Problem

According to the *London, Midland & Scottish Magazine,* there are just five crossings of railways on the level in the whole of England, and, in most of these cases, only branch lines are involved. This does not include a crossing of the main line of the Great Western by the Plymouth & Dartmour, which is unique in its way, since the latter line employs horses as its only motive power.

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Railways Exchange Currency

With the object of further encouraging tourist traffic in Germany, the German National Railroad Company (Deutsche Reichsbahn Gesellschaft) has taken over the entire business of exchanging currencies at the various railway stations, according to reports from the Department of Commerce. By January 1, 1930, all private exchange bureaus at stations will have been replaced by branches of the German Traffic Credit Bank, a subsidiary of the railroad company.

The new arrangement not only assures uniform rates of exchange throughout the country, but also makes possible more favorable rates for the traveler than can usually be granted by private concessionaires. The importance of the plan, as a stimulant to tourist travel, is evident from the fact that in the last operating year (1928) over $10,800,000, or approximately 3.2 per cent of the railroad company's total passenger revenues, came from foreigners traveling in Germany.—*Exchange.*

* * *

High Speed Golf

When it comes to endurance records for the playing of golf, T. L. Kaufman, instrumentman for the Illinois Central System at Clinton, Ill., believes he holds a high place, according to the October issue of the *Illinois Central Magazine.* Mr. Kaufman recently played for fourteen hours over a 9-hole course at Clinton, making seventeen rounds, or a total of 153 holes. He began at 4:53 a. m. and finished at 6:50 p. m., with time allowed for lunch. The fastest round was played in thirty-seven minutes.

The Whistle

DO you remember Lincoln's story about the little steamer with the big whistle? Every time they tooted the whistle it blew so much steam that the boat stopped running. That's the trouble with lots of people today. If they would use their energy to drive the paddle wheel of opportunity instead of eternally blowing the whistle of discontent they would find themselves going up the stream of success so danged fast that the barnacles of failure wouldn't have a chance in the world to hook onto their little craft.—*Exchange.*